



A Textron Company

INFORMATION LETTER

206-11-101
February 3, 2011

TO: All owners and operators of model 206A/B (TH-67) Series Helicopters

SUBJECT: CADMIUM PLATING OF MAST THREADS

Bell Helicopter has received reports of difficulty installing, and in some instances removing the mast bearing nut on new masts. A root cause evaluation has revealed inconsistencies in the amount of cadmium plating that has been applied to the threaded portion of the mast. This inconsistency has caused the mast thread pitch diameter to exceed our design criteria.

All masts with this condition have been removed from current inventory, while the mast vendor has implemented corrective actions to prevent future occurrences. It is possible that some masts with this condition have been sold through Bell Supply Centers and installed on aircraft, however this condition is not deemed as a Safety of Flight concern.

This condition is normally revealed by the difficulty or binding of the nut during installation. For the first assembly of a new mast, it is recommended that prior to installing the bearing, the mast bearing nut be threaded onto the mast until the top surface of the nut is at the bottom of the serrations on the mast. If this is possible with minimum resistance, the mast is considered acceptable.

If an abnormal amount of torque is required to install the mast bearing nut onto a new mast or for any questions regarding this letter, please contact:

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